

Utah Transit Authority

Formation and Key Funding Authorization History

Date	Who and What	Notes
May 9, 1969	Utah Legislature enacts the "Utah Public Transit District Act" which allows the creation and provides for the governance of public transit districts by municipalities and counties and allows public transit districts to issue bonds	Enacted in the First Special Session, S.B. 4 "Utah Public Transit District Act"; effective date July 9, 1969 (see Title 17A, Chapter 2, Part 10, Public Transit Districts, <i>Utah Code Annotated 1953</i>)
Nov. 4, 1969	Voters in Salt Lake City, South Salt Lake, Murray, Midvale, Sandy, and Bingham Canyon voted to create and become members of a public transit district	
Mar. 3, 1970	The above named jurisdictions incorporated a public transit district to be called the Utah Transit Authority (UTA)	
Nov. 3, 1970	Voters representing the unincorporated areas of Salt Lake County approved a proposition to become part of UTA (Oct. 21, 1971 included in Articles of Incorporation)	
Mar. 8, 1973	Utah Legislature allows counties to impose a property tax for transit district funding if approved by voters within the county (rate limit is up to .0004 per dollar of taxable value)	S.B. 89 "Funding Public Transit Districts"; effective May 8, 1973 (see Section 17A-2-1059) (Note -- this tax has never been imposed)
Mar. 8, 1973 and Feb. 2, 1974	Utah Legislature provides temporary share of liquor control profits from the state-operated Liquor Commission to subsidize transit districts	<ul style="list-style-type: none"> • H.B. 297 "Liquor Control Fund Distribution"; effective May 8, 1973 • H.B. 32 "Liquor Control Fund Distribution"; effective April 4, 1974 • Other source: "Mass Transit in Salt Lake Valley: 1960 to 1978," Utah Economic and Business Review Vol. 38, #1 January 1978
Nov. 6, 1973	Voters in Davis and Weber Counties approved a proposition to become part of UTA (Mar. 1, 1974 included in Articles of Incorporation)	
Feb. 2, 1974 and Mar. 3, 2004	<ul style="list-style-type: none"> • Utah Legislature authorizes any county within a public transit district to impose a 1/4 of 1% sales tax to fund a <u>no-fare</u> public transit district if approved by the voters within the county • Utah Legislature removes no-fare provision later in 1974 • Utah Legislature adds language in 2004 making it "<u>up to</u>" 1/4 of 1% 	<ul style="list-style-type: none"> • H.B. 13 "Local Option Sales Tax -- No-Fare Public Transit Allocation"; effective April 4, 1974. • In the Second Special Session, H.B. 2 "Local Option Sales Tax -- Public Transit Allocation" passed removing the no-fare provision; effective date August 15, 1974 • H.B. 157 "Transportation Amendments" added "<u>up to</u>" language; effective date May 3, 2004 (See Section 59-12-501 <i>Utah Code Annotated 1953</i>)

Date	Who and What	Notes
Nov. 5, 1974	<ul style="list-style-type: none"> Voters of Salt Lake and Weber Counties adopted the optional 1/4 of 1% sales tax to fund UTA Voters of Davis County rejected the sales tax Voters of Alta approved a proposition to become part of UTA and adopted the optional 1/4 of 1% sales tax for its funding (Dec. 23, 1974 included in Articles of Incorporation) 	
Nov. 4, 1975	<ul style="list-style-type: none"> Voters of West Jordan, South Jordan, and Riverton approved a proposition to become part of the UTA (Jan. 21, 1976 included in Articles of Incorporation) Davis County voters adopted the optional 1/4 of 1% sales tax to fund UTA 	
Mar. 9, 1977	Utah Legislature extends authorization to <u>any municipality</u> or county within a public transit district to impose a 1/4 of 1% sales tax to fund a public transit district if approved by the voters within the <u>municipality</u> or county	S.B. 348 "Municipal Transit Tax Authorization"; effective date May 10, 1977 (See Section 59-12-501 <i>Utah Code Annotated</i> 1953)
Nov. 7, 1978	<ul style="list-style-type: none"> Voters of Provo and Orem approved a proposition to form the Timpanogos Transit Authority (TTA) but rejected the sales tax funding TTA board proposed a merger with UTA on Feb. 27, 1983 Merger documents signed on May 2, 1983 conditioned on voter approval 	
Aug. 21, 1984	Voters of Provo and Orem approved a proposition to become part of UTA and adopted the optional 1/4 of 1% sales tax for its funding (Jan. 1, 1985 included in Articles of Incorporation)	
Nov. 11, 1989	Voters of Lehi, American Fork, Pleasant Grove, and Lindon approved a proposition to become part of UTA and adopted the optional 1/4 of 1% sales tax for its funding (Dec. 27, 1989 included in Articles of Incorporation)	
Mar. 12, 1990	Utah Legislature authorizes the imposition of a second 1/4 of 1% sales tax to fund a fixed guideway and expanded public transit system with approval of the voters within the county or municipality. In first class counties (Salt Lake County), 25% of the additional 1/4 of 1% sales tax must be used for improvements to I-15	S.B. 108 "Public Choice on Transit Tax Amendments"; effective date January 1, 1991 (see Section 59-12-502, <i>Utah Code Annotated</i> 1953)
Nov. 6, 1990	Voters of Springville, Tooele, Grantsville, and unincorporated areas of Erda, Lakepoint, Stansbury Park, and Lincoln approved a proposition to become part of UTA and adopted the optional 1/4 of 1% sales tax for its funding (Dec. 11, 1990 included in Articles of Incorporation)	
Nov. 2, 1993	Voters of Alpine, Highland, and Cedar Hills approved a proposition to become part of UTA and adopted the optional 1/4 of 1% sales tax for its funding (Nov. 30, 1993 included in Articles of Incorporation)	
Nov. 8, 1994	Voters of Mapleton, Spanish Fork, Salem, Payson, and Provo Canyon approved a proposition to become part of UTA and adopted the optional 1/4 of 1% sales tax for its funding (Nov. 22, 1994 included in Articles of Incorporation)	

Date	Who and What	Notes
Nov. 5, 1996	Voters of Perry, Brigham City, and Willard approved a proposition to become part of UTA and adopted the optional 1/4 of 1% sales tax for its funding (Nov. 18, 1996 included in Articles of Incorporation)	
Nov. 7, 2000	Voters of Salt Lake, Davis, and Weber Counties approved the second 1/4 of 1% sales tax to fund additional light rail extensions, expanded bus service, and commuter rail	Beginning April 1, 2001, the total sales tax rate for transit is 1/2 of 1% in those counties
Mar. 5, 2003	Utah Legislature allows a county to impose a sales tax of 1/4 of 1% for allocation specified by the county for a fixed guideway system, a project or service for public transit, or a state highway involving new construction, renovation, improvement or an environmental study with approval of the voters within the county	H.B. 136 "County Option Sales and Use Tax for Highways, Fixed Guideways, or Systems of Public Transit"; effective May 5, 2003 (see Section 59-12-1501-1503, <i>Utah Code Annotated 1953</i>)

Prepared by: Office of Legislative Research and General Counsel, June 2004

Source: Laws of Utah and the Utah Transit Authority June 2004